

The China Mail.

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HONGKONG, MONDAY, NOVEMBER 1, 1886.

日六初月十年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTTCH, Ludgate Circus, E.C. HAZEN & HENRY, 20, St. Walbrook, E.C. HAZEN, DEACON & Co., 150 & 154, Leadenhall Street.

PARIS.—ANDRE PAIRON & Co., 23, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARIUS Co., Colombo.

SINGAPORE.—STRATTON & Co., SAYLE & Co., Square, Singapore. O. HEINSEN & Co., Manila.

CHINA.—MASAO, F. A. DE CRUZ, Station, Quai de Commerce, Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, and other ports.

CHINA.—MASAO, F. A. DE CRUZ, Station, Quai de Commerce, Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, and other ports.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,500,000
RESERVE FOR EQUALIZATION, \$200,000
RESERVE FOR DIVIDENDS, \$200,000
RESERVE LIABILITY FUND, \$7,500,000
FRICTIONS, \$200,000

COURT OF DIRECTORS.
Chairman—A. MOLLER, Esq.
Deputy Chairman—M. GROSZ, Esq.
H. J. BELL, Esq.
H. HOPKIN, Esq.
O. D. BOWEN, Esq.
W. H. F. DAWSON, Esq.
H. L. DALRYMPLE, Esq.
Hon. A. P. McLEWEN, Esq.
Hon. F. D. SASSON.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
Acting Chief Manager.—JOHN WALTER, Esq.
SHANGHAI.—JAMES CAMERON, Esq.
LONDON BANKERS.—LONDON AND CHINA BANK.

HONGKONG INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, August 28, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
 - 2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
 - 3.—Depositors in the Savings Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
 - 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
 - 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1884. 764

Notices to Consignees.

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.
FROM SHANGHAI.

THE Steamship *Nürnberg*, Capt. Brundage, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside. Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Free and General Co., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th Proximo will be subject to rent. All Claims must reach us before 4 p.m. of the 11th Proximo, or they will not be recognized. No Fire Insurance has been effected.

MELOHERS & Co.,
Agents.
Hongkong, October 30, 1886. 2066

Intimations.

W. BREWER is now showing a great variety of New Designs in CHRISTMAS CARDS, including:—Native Cards with Pictorial Motives. Japanese Silk Cards with Appropriate Designs. A New Series of Cards with German and English Greetings. Photos of Hongkong and Chinese Characters with Pictorial English Song. Very beautiful American Country Scenes, frosted. Etched. Palettes Cards for Colouring. The Robin Series. Very Handsome Cards in boxes. Plain Gold Blocked Cards with Simple Motives. Already very popular. A great variety of Other Cards to suit every taste. —PRICES VERY MODERATE.

W. BREWER,
under Hongkong Hotel.
Hongkong, October 30, 1886. 2069

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLENDER'S CELEBRATED BINOCULARS AND TELESCOPES. REYNOLDS'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS. English Silver & Electro-Plated Ware. Christoffe & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention. In the event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BEAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COFFIN, GALAXY or MERCHANTS' First-Class Goods for Godowns at Cheap Rates. Also COALS in specially constructed Sheds. For the convenience of Commanders and Stowage the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.
Hongkong, February 17, 1886. 331

COMPANIA TRASATLANTICA, (LATE A. LOPEZ & Co.)

SPANISH ROYAL MAIL.

ONE of their First Class STEAMERS will leave MANILA on the 1st of every month for Liverpool, calling at SINGAPORE, ADEY, SUEZ, PORT SAID, BANGALORE, VALPARAISO, CAHAGUA, CADIZ, VIGO and CORUNNA.

Through Bills of Lading granted in Hongkong to the SPANISH PORTS ONLY. Cargo to be transhipped at SINGAPORE. For Rates of Freight and other information, apply to

REMEDIOS & Co.,
Agents.
Hongkong, October 15, 1886. 1973

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premiums for the year ending 31st December last, in order that the PROPORTION OF PROFIT for that year may be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, October 1, 1886. 1874

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ASSISTANT TO DR. ROGERS.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address:
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1886. 66

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

Business Notices.

CHRISTMAS CARDS.

LANE, CRAWFORD & Co. have Received their First PARCEL of
CHRISTMAS AND NEW YEAR CARDS,
INCLUDING:—
NEW DESIGNS IN PRANG'S ARTISTIC PRODUCTIONS:—HAND-PAINTED SATIN, NEW FLOREST, SCENT SACHETS, BOOK MARKERS, ALBUMS OF POETRY, FLORAL, FRINGES, TALKY SCENES, and a variety of FUNNY SUBJECTS.
RAPHAEL TUCK'S
GREAT SUCCESS
THE "ANSIDEI" RAPHAEL.

A Large Selection of INEXPENSIVE HAND-PAINTED CARDS in numerous pretty designs. The ROBIN SERIES painted on Porcelain and mounted on Plush.

EACH
CHRISTMAS AND NEW YEAR CARD
is supplied with a suitable Envelope and Paper protection ready for postage.

LANE, CRAWFORD & Co.
Hongkong, October 23, 1886. 2017

THE BON MARCHE.

(CHINESE MARKET).
Consisting of a STOCK OF FANCY AND USEFUL ARTICLES, At Cash Prices and for Cash only.
WATCHES,
MUSICAL INSTRUMENTS,
ALBUMS,
KNIVES,
CUTLERY,
LEATHER GOODS,
CLOTHS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAR HOTEL.
Hongkong, September 8, 1886. 1739

HARRY ELLIS,

TAILOR, & Co.,

114, FENCHURCH STREET

(OPPOSITE MARK LANE),

LONDON, E.C.

BEGS to inform the Europeans of Hongkong and Coast Ports that he has commenced Business at the above address and having had Four and a half years' experience in the Far East, is fully competent to SUPPLY CHINA CUSTOMERS with ALL REQUIREMENTS for Home and Colonial wear.

KELLY & WALSH, LD.,

ARE NOW SHOWING THEIR NEW SEASON'S
CHRISTMAS AND NEW YEAR'S CARDS,
Including:—
Magnificent Assortment of PRANG'S AMERICAN CARDS, HAND-PAINTED CARDS, hand-colored mounted in PLUSH and SATIN, HAND-PAINTED OPALS, and a very large Selection of CHEAP CARDS ranging in Price from 5 Cents upwards.

THE SPECIAL NOVELTY OF THIS SEASON
CONSISTS OF A SERIES OF
ORIGINAL WATER COLOUR PANEL SKETCHES,
DEPICTING CHINESE LIFE AND CHARACTER,
specially Painted for us by ENGLISH ARTISTS.

We are SOLE AGENTS for Mr. GRIFFITH'S CHRISTMAS PHOTOGRAPHIC VIEWS OF HONGKONG reduced to Cabinet size with PICTORIAL ENGLISH VERSES, which obtained a large measure of success last year. A New Set of VIEWS and CHARACTER SKETCHES, with suitable Greetings in English and German, is in active preparation.

KELLY & WALSH, LIMITED, HONGKONG.
Hongkong, October 25, 1886. 2027

W. POWELL & Co.

HAVE LANDED THIS DAY
LADIES' TRIMMED AND UNTRIMMED WINTER HATS.

NEW FLOWERS, NEW FEATHERS, &c., &c.

LADIES' AND GENTLEMEN'S
KID GLOVES in Single Pairs.

W. POWELL & Co.
Hongkong, October 27, 1886. 2044

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Office (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and SMOKE ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 10, 1885. 1692

GRIFFITH'S

NEW VIEWS OF HONGKONG
NOW READY,
1, DUDDELL STREET.

GRIFFITH & Co.,
MANUFACTURERS
OF THE
LONDON GRATED WATERS.

1, DUDDELL STREET,
Continue to Supply:
SODA WATER, LEMONADE, CHERRYADE, CLANGADE, RASPBERRYADE, &c., &c., &c.

At the same Moderate Charges.
Hongkong, June 9, 1886. 957

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1885.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, October 15, 1886. 1969

Business Notices.

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ST. ANDREW'S BALL.

SPECIALTY
BLACK SUPERFINE CLOTH DRESS SUIT,
\$30.00.

HIGHLAND COSTUMES.

We Have Imported a Selection of
CLAN TARTANS, KILTINGS, SPORRANS,
SKENE DHUS, &c., &c.

See our East Window.
Hongkong, November 1, 1886. 2081

Auctions.

PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD AND COMPANY have received instructions to Sell by Public Auction, on

MONDAY,

the 8th day of November, 1886, at 2.30 o'clock p.m., at the Premises, —
ALL THAT PIECE OF GROUND

Situate at Victoria in the Colony of Hongkong, abutting on the North side thereof on the QUEEN'S ROAD and measuring thereon Fifty feet or thereabouts, on the South side thereof on the South side thereof on the East side thereof on a Close registered in the Land Office as INLAND LOT No. 766 and measuring thereon Eighty feet or thereabouts, and on the West side thereof on the West side thereof on the East side thereof on a Close registered in the Land Office as INLAND LOT No. 765; together with the TENEMENT standing thereon and known as No. 223, QUEEN'S ROAD EAST.

The Premises are held for the residue of a term of 99 years, and will be sold subject to the existing Leasing and Tenancies thereof.

For further Particulars and Conditions of Sale, apply to
WOTTON & DEACON,
Solicitors for the Vendor,
Hongkong.

Messrs. LANE, CRAWFORD & Co.,
Hongkong.
Dated 30th October, 1886. 2070

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 10th November, 1886, at 3 p.m., on the Premises, —
REMAINING PORTION OF INLAND LOT No. 124, and SECTIONS C AND D OF INLAND LOT No. 125.

Situate at the Corner of Old Bailey and STANTON STREET, with the BUILDINGS erected thereon being Nos. 7, 9, 11 and 13 on Old Bailey Street, and Nos. 2 and 4 on STANTON STREET. The whole measuring about 15,300 Square Feet. Annual Crown Rent, \$108.32.

TERMS OF SALE.—20 per Cent. of the Purchase Money to be paid at fall of the hammer, the Remainder on transfer being made.

For further Particulars and Conditions, apply to
SHARP, JOHNSON & STOKES,
Solicitors for the Vendor,
or to
G. R. LAMBERT,
Auctioneer.
Hongkong, October 29, 1886. 2061

SALE OF LAND.

THERE will be SOLD BY PUBLIC AUCTION, on the Ground, on

WEDNESDAY,

the 24th day of November, at 4 o'clock Afternoon, —
ALL THAT PIECE OR PARCEL OF GROUND,

With the MESSUAGES and PREMISES thereon, proposed to be registered in the Land Office as Section 4 of MARINE LOT No. 40, bounded on the South by Queen's Road East and measuring thereon 203' or thereabouts, on the East by MARINE LOT No. 42 and measuring thereon 203' or thereabouts, and on the North by the Piece or Parcel of Ground intended to be registered in the Land Office as the Remaining Portion of MARINE LOT No. 40, and measuring thereon 203' or thereabouts, the entire Area containing 39,542 square feet or thereabouts.

A Plan of the Property may be inspected, and full Particulars regarding the title and conditions of JARDINE, MATHESON & Co., General Agents, CHINA SUGAR REFINING Co., Ltd., or

H. N. MODY,
Auctioneer.
Hongkong, October 28, 1886. 2057

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 16, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, September 28, 1886. 632

Shipping.

Steamers.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship *Oria*, Captain G. MATTEAZZI, will be despatched as above on TUESDAY, the 2nd November, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agent of the Company, Praya Central.

O. BAHRACH,
Agent.
Hongkong, October 20, 1886. 2001

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Toussing*, Captain DAVIES, will be despatched for the above Ports on TUESDAY, the 2nd November, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 25, 1886. 2024

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

(Taking Cargo at through rates to NEW YORK.)

The Co.'s Steamship *Chingwa*, Captain R. H. MACQUEEN, will be despatched as above on or about the 2nd Proximo.

For Freight, &c., apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, October 26, 1886. 2033

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship *Chingwa*, Captain J. C. JACQUES, will be despatched for the above Port on or about the 2nd Proximo.

For Freight, &c., apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, October 27, 1886. 2045

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA and NEW ZEALAND.)

The British Steamer *Afghan*, Captain ROY, due on the 30th Instant, with part Cargo from JAPAN and Formosa, will be despatched as above on THURSDAY, the 4th Proximo, at 4 p.m.

The Steamer has excellent Accommodation for First-class Passengers.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, October 29, 1886. 2039

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Glanorgany*, Captain D. DAVIES, will be despatched for the above Ports on or about the 4th Proximo.

This Steamer has excellent Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 18, 1886. 1986

Shipping.

Steamers.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Tokatta*, Captain STEWART, will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 28, 1886. 2054

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *Stettin*, Captain E. F. W. WAINMAN, will leave for the above Ports on or about the 6th November.

For further Particulars, apply to
MELOHERS & Co.,
Agents.
Hongkong, October 28, 1886. 2063

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Branschweig*, Captain STEWART, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to
MELOHERS & Co.,
Agents.
Hongkong, October 29, 1886. 2064

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBINATI UNITED COMPANIES.

We would draw attention to the advertisement of the Manila Ship Co., published in another column.

Yesterday, several sailors belonging to the American vessel *State of Maine* reported a No. 7 Police Station that during the voyage from Cardiff a Frenchman had been brutally treated by the mates of the vessel, in consequence of which treatment he hanged himself. We enquired about the matter at the United States Consulate and were informed that the French sailor had committed suicide the third day after sailing, having been constantly drunk during the two previous days. No mention was made there by the master or the men of any complaint of cruelty.

H.M.S. *Egeria* was to be commissioned at Devonport to-day, the 1st November, to relieve H.M.S. *Flying Fish* as surveying ship on the China station.

The *Konata*, a gun-boat built in Stockholm for the Russian Government, was launched last month. The new vessel, says the *Deutsche Reichs-Zeitung* (Berlin), is intended for the Asiatic Fleet.

The French steamer *Paris*, with 1,673 Russian soldiers for the garrison at Vladivostok, arrived at Singapore on the 22nd ultimo from Odessa, and was to resume her voyage to Vladivostok immediately after coaling.

The two Commissioners appointed by the Chinese Government to enquire into the position of Chinese trade in the Straits Settlements arrived at Penang on the 21st ultimo. Their stay (says the *Gazette*) there will be brief, as they intend visiting Rangoon and the native States as early as possible.

About 2,000 wild Chinese and Miao-Kahs are reported to have assembled between Bhamo and the Chinese frontier, and they are gathering more recruits to make a sudden attack on Bhamo. A force of Europeans, Ghorakia and Military Police has been sent up to receive them.—*Cor. Rangoon Gazette*.

We observe from the *Straits Times* of the 22nd ult. that Mr. Thomas R. Packyn, the Manager, and Mr. Alfred H. Rignand, the Secretary, of the now celebrated Johore Tin Stripping Company, were going home by the M.M. mail steamer *Andover*. The same paper understands that Mr. Charles Vercoe was also going home.

In H. B. M.'s Supreme Court, Shanghai, on the 27th inst., before Sir Richard T. Broom, Chief Justice, and Mr. J. H. Rignand, Esq., Assistant Judge, Horatio Robertson made an ex-parte application to stop proceedings against H. B. M.'s Acting Consul and Vice-Consul at Foochow, whom he accused of having taken such action as prevented him earning a living at his lawful occupation. The learned Chief Justice, after hearing Mr. Robertson, pointed out that he (Mr. Robertson) had defied the By-laws, and he considered the Consul at Foochow was justified in acting as he did, consequently he refused to entertain the application.

The *Straits Times* notes in the *Star* of the 14th October, Dr. Cornelissen, of the Government medical service, at a meeting of the 'Society for the Advancement of Medical Science' held at that city, read a very interesting paper on his researches in Aelcon into the causes and consequences of a hot, but not the means to cope with it. The feelings of anxiety and dread which the public throughout Netherlands India and elsewhere in the Far East look upon this calamitous malady lead us to make at once known that Dr. Cornelissen deems best to be an infectious disease. His researches, he said, are that it is propagated by bacilli, that these bacilli are identical the same as those met in Japan, and that disinfection of the hospitals in Aelcon is presently required.

According to the *Datavia Handelsblad* a mate of a steamer plying between Singapore and Hongkong used to buy from Mr. Goeling at Singapore, agent for the Manila Lottery, a ticket at every recent drawing. When he happened not to be in Singapore, the ticket was always sent to him at Hongkong. The last time this was done, the letter along with the ticket was returned from Hongkong with the intimation that the mate had left for some other place. Mr. Goeling opened the letter and saw that on the ticket, underneath the highest prize had fallen. He kept the ticket. When the mate returned to Singapore he paid the full amount out to him. The latter, out of gratitude for so much honesty, gave Mr. Goeling a present. The *Straits Times*, from which we extract the above translation, understands that it was not half the amount which was given, but it is likely to be so; a handsome present would be much nearer the mark.

Tan Canton correspondent of the *N. C. D. News*, writing on the 21st October, says:—Very disquieting news have been received from Tungking. The ranks of the filibusters are over swelling, and their numbers have increased to alarming proportion. All that they require is war material and opium; they are otherwise a self-sustaining force on very active service. A fatal named Chao was lately sent to expatriate with them about some of their doings in a Chinese frontier town, and the Tao-tai, together with some twenty men of his suite, lost their lives. One thing is certain, however, and that is, the French have considered it necessary to send strong reinforcements to their military establishment in Tungking. Victory Chang probably knows this and is taking necessary precautions to avoid danger by a change of policy and action on the part of the very economical combatants who have invaded the French Colony of Tungking on their own account?

The *Straits Times* regrets to learn that fever and colds are very prevalent among the men of the 'Buffs' at Tientsin. This is no doubt due to the malarial arising from the discussion between the high grounds which hold much more sun and give it off freely into the atmosphere of the almost direct rays of an equatorial sun. On Thursday, the 21st ultimo, no less than eleven men had to be admitted into hospital from this disease. There are about forty men in the hospital; this would mean about seven per cent. of the force stationed there. This, though a large percentage, takes no account of the men who object to go to hospital and struggle to get through their work, even while suffering. The situation of some of the bungalows is very exposed, and it is complained that under certain phases of the weather the rooms are excessively damp. The barracks certainly look old, and apparently need improvement. The colony is sufficiently wealthy to provide good accommodation for its defenders.

In the new mail arrangements are looked upon with dissatisfaction owing to a higher rate of speed being expected. For this disappointment it is not so much the P. & O. Company as the Home Government on which the blame lies. The *Pioneer*, thus writes forth how affairs came to this pass:—

The renewal of the P. & O.'s mail contract for a period of ten years, from February 1888, is the outcome of protracted correspondence between the Home and the Indian Government, in which the English Post Office did not figure as the official of India, and the Indian Post Office did. At an early stage of the negotiations a Mr. Holt appeared as a rival tenderer, but he was eventually shouldered out as it probably was always intended he should be and only the P. & O. remained. The basis of contention was, as last whittled down, the proposed rate of one for a slower service than the present, which would be worked by the Canal only and effect a large economy; the other for an accelerated service, which would stick to the Egyptian Railway and still show a small saving to the Treasury. These seemed every hope that the last named proposal would be accepted, seeing that the new contract was for a term of ten years, during which further increase in the potential speed of ocean steamers might certainly be expected. Under this proposal the voyage from India to the Straits Settlements would be made in 12 or 13 days; a substantial boon, especially to men on short leave. But our special telegrams from home said that India has once more been made the subject of a job. True, some reduction in the subsidy has been effected, but in relation to the interests at stake the saving is negligible. There is practically no saving in time. The mail which is now due on the Tuesday and generally arrives on the Monday will, from February 1888, be due on the Monday and may or may not arrive on the Sunday. And to this retrograde arrangement the Indian Government will not consent. The country committed for nearly twelve years to come. The Indian Government may protest, the public certainly will, and loudly; but to no end. The job is complete. It is, however, due to the Indian authorities to add that but for their persistent attitude things might have been even worse; the tendency at home throughout the business having been strongly towards saving money at almost any sacrifice of speed.

MR STEVENS' BICYCLE RIDE THROUGH CHINA.

A correspondent writing from Shiu Chau Fu in the Kwangtung Province on the 22nd October furnishes the following interesting detail regarding Mr. Stevens' journey through China.—It will doubtless interest some of your readers to know that Mr. Thomas Stevens, the bicyclist, has safely reached the above city in the north of the province of Kwangtung. After leaving Canton he journeyed on his machine for four days, alternately riding and dragging the bicycle, but finding the roads so unsuitable he at last engaged a small boat and continued the journey up here by water. He reports that he has met with no opposition whatever. Great curiosity was manifested in his bicycle of course. Living on Chinese diet has not agreed with him, and he was surprised and pleased on reaching this city to find there were two Englishmen living here. He remained our guest one day and night and has now commenced journeying on foot up to the border of the next province, Kwang Sai. He has two cyclists to carry that which he hoped would carry him, and he will have about one hundred miles to do on foot. After crossing the border mountains he will again take to the water, and so on to the coast and across to Japan. He himself will doubtless furnish you with further information at a later stage.

THE BEHEADING OF WOO AFUNG. INQUIRY AT HONGKONG.

An inquiry was opened this afternoon at the Magistrate before Mr. Mitchell-Jones into the circumstances connected with the kidnapping and beheading of Woo Afung. Mr. Mitchell-Jones on Saturday afternoon went to Ma-tau-wai and there saw the body of the deceased, arrayed in full dress and laid in a box. The body was identified by several relatives and friends. The mother of the deceased, it is said, took up the head and showed it to Mr. Mitchell-Jones. The evidence given to-day as to the kidnapping was of the most contradictory character. The first witness called was the constable on the lookout for the body, who said that shortly after the launch *Kum Ling* left the wharf with Woo Afung, a white launch came up and that the Europeans—some Spanish sailors—were put on board it, being told that the *Kum Ling* was not going to Hung-hong, but was going on a private picnic. Woo Afung, he said, was asked when the launch was to go, and he said it was to go to Hong-hong. The boat was then taken to the wharf, and the boatmen were told to take the launch to Hong-hong. The evidence of the second witness, it will be seen, contradicts to a considerable extent this evidence.

Woo Afung said—I am a stevedore and cleaner of the docks. On the 9th inst., I went to the wharf and saw Chan Ayan there who asked the deceased to go to Hongkong and get some pills to kill opium. The deceased said he would not go. He would give him a prescription; he had better go himself. Then Chan Ayan pressed him and said that he was to go to Hong-hong. I did not stay with them but went to Tai Tam. On the next day I was returning to Hung-hong. I went first on board a white launch of the name of *Wing Shing*. When I got on board of her some of the men told me they had got on board some foreigners. They did not want Chinese so I left her and put up a sign board saying 'going to Hung-hong'. They then took the signboard down and said they were not going to Hung-hong but for a picnic. I then went on shore and went to the *Kum Ling* launch. When I got on board I saw Woo Afung. He was sitting together with the crew of the boat and I saw some Chinese soldiers. The soldiers had straw hats and a red band. The steamer started about five o'clock. It went about 20 yards from the shore. I saw Chan Ayan point out Woo Afung to the soldiers. He whispered to them that they were to take him. Then these four soldiers came to Woo Afung and took him to the cabin. Woo Afung got up from his seat and instead of going to the cabin he jumped overboard. All this happened about midway between Hongkong and Tai Tam. No steam launch came alongside. Woo Afung jumped from the starboard side. I saw him put up a sign board saying 'going to Hung-hong'. They then took the signboard down and said they were not going to Hung-hong but for a picnic. I then went on shore and went to the *Kum Ling* launch. When I got on board I saw Woo Afung. He was sitting together with the crew of the boat and I saw some Chinese soldiers. The soldiers had straw hats and a red band. The steamer started about five o'clock. It went about 20 yards from the shore. 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THE STRAITS INSURANCE CO.

Mr. Chas. J. Dugan, the agent at Shanghai of the Straits Insurance Co., Limited, under date the 21st October, replies as follows to a letter which recently appeared in the N. C. D. News, and which we reproduced a few nights ago, in which some comparisons were made on the accounts of the North China Insurance Co. and the Straits Insurance Co. unfavourable to the latter Company. The reply is addressed to the Editor of the News:—

Sir,—There are one or two inaccuracies in your leading article of this morning which, in justice to the company which I represent, require correction, and as you are good enough to say that the article is not written with any idea of depreciating the Straits Insurance Company, you will no doubt give publication to this letter. I do not propose to reply to your criticisms as to the manner in which this company's accounts or investments are made, such matters being no doubt properly open to public criticism, but I do desire to put you right in the manner of figures, and in passing to this subject would remark that a comparison between a good six months of one company and a less satisfactory six months of another, is as a matter of fact, quite open to criticism, and I question whether the accounts of the North China Insurance Company would have been chosen for the comparison you have instituted a year ago.

First.—Losses, Claims and Charges for first half year of 1886.—The accounts show an expenditure of \$300,000 under this heading, and you argue that the half year's working shows a dead loss, because the premium taken during that period was only \$380,000 but you forget that (from the manner in which our working account is stated, i.e., not kept in separate years as in the case of the North-China) part of the losses paid in 1886 belong to 1885 account, for which allowance was made, in the balance of \$177,000 brought forward on 31st December, to the extent of \$94,500, so that the matter really stands thus:—

Brought forward to meet 1885 claims.....\$61,500
Premium earned to 30th June 1886 280,500
Losses, claims and charges paid January June.....\$345,000
Balance in Company's favour.....\$45,000

Again on the subject of earnings, you say that you take no account of interest earned (\$32,000) during the half year, because it nearly balances the interest on shareholders' capital (\$35,000); if you will refer to the accounts 31st December, 1885, you will find that interest on capital was provided for out of the balance then brought forward, as that interest accrued from January to June, 1886, is a distinct item on the company's account. Your article is consequently inaccurate in saying that "the first six months of 1886 resulted in a considerable loss."

Secondly.—Your article says that our working expenses are nearly 21 per cent. of the premium earned, as against 18 per cent. in the case of the North China. Surely this can be nothing else than a misprint. The premium earned was \$280,500, the working expenses \$41,000—say under 14 per cent. Taking into consideration the relative ages of the companies I consider the percentage exceedingly satisfactory.

Thirdly.—Your article says that our losses have amounted to 90 per cent. of the premium taken; here again you repeat the error already pointed out, you overlook the fact that part of the losses paid in 1886 belong to 1885 account for which provision was made; the case stands thus:—

Brought forward from 1885 to cover losses of that year.....\$64,500
Premium earned, January June, 1886.....\$280,500
Losses and Claims paid in 1886 \$250,300

or under 75 per cent.—not entirely satisfactory, perhaps, but still not 90 per cent. The Editor adds the following note:—

We admit at once that we were in error in quoting the working expenses at nearly 21 per cent; the mistake being due to clerical error in working out the proportion. As to the question whether the half-year will show a profit or not, we think it is almost beyond doubt, that with claims which must yet come forward in respect of 1884 and 1885, the balance of \$45,000 will be fully required to meet outstanding liabilities to the 30th June. The heavy payments to that date certainly indicate a somewhat rough business especially viewed in the light of the reports of other mutual offices recently published, and we cannot foresee that the first six months of the working of the Straits Company for 1886 can result in anything but a loss, inasmuch as there will be no profit to provide a return on shareholders' capital; and under these circumstances it is easy to understand the Chairman's statement at the meeting that the accounts were "not as satisfactory as he could have wished." The accounts of the Company should be stated as such Report will show the results of each half year which they cover.—Ed N. C. D. News.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Saghalien*, with the London Mail, of the 24th September, arrived here late on Saturday night. From our Indian exchanges we extract the following telegrams:—

THE BULGARIAN GOVERNMENT STAND OUT FOR THEIR RIGHTS.

Sofia, Oct. 13.—The Bulgarian Government, in reply to M. Neklidoff's notification that the elections were illegal and valueless, replied that the Grand Sobranje alone can be judge as to the legality of the elections. The Government also declared that M. Neklidoff is answerable for the rioting which took place last Sunday.

THE STATE OF THE NAVY AGAIN.—London, Oct. 14.—The *Mail* Gazette publishes a Memorandum from Lord Charles Beresford to the Board of Admiralty, in which he vehemently condemns the shortness of personnel of the English Navy, and the insufficiency of the supply of coals and munitions. He also condemns our tardiness in mobilizing, and says there are no plans ready for a campaign. He insists on the extension of the Intelligence Department, and in conclusion urges the necessity of taking steps to organize and prepare for war.

THE FRENCH PRESS ON RUSSIA.—Paris, 15th October.—The French Press, replying to the attacks of the London papers, deny that France is seeking a war or that she is intriguing. The tendency of France, they add, is rather pacific than otherwise and her army is more for defensive purposes. The *Journal* deplores the spirit of rivalry and jealousy of the English, and urges the more serious journals to strive to improve the relations between France and England.

THE HOVAS AND FRANCE.

The Hovas' Government have asked France to construct a telegraph line between Tananarive and the Capital, and are sending fourteen youths to France to learn arts, trades, and military drill and tactics.

FRENCH ALEXANDER'S SUCCESSORS.—London, 16th October.—The Great Powers are actively discussing the question of a successor to Prince Alexander.

THE DEPARTURE OF M. AGLIARDI.—Rome, 15th October.—The departure of Monsignor Agliardi for the East has been postponed indefinitely.

AFFAIRS IN MADRID.—Madrid, 15th October.—The state of siege, rendered necessary by the late revolt, has been raised.

LORD CHURCHILL.—Vienna, 15th October.—Lord R. Churchill left here to-day and proceeds direct to Paris.

SOCIALISM IN LONDON.—London, 17th October.—The Socialists are organising a demonstration of the unemployed, which is to follow in the wake of the Lord Mayor's show.

DISASTROUS GALES IN ENGLAND.—Disastrous gales have taken place throughout England, and many parts of the country have been flooded. Shipwrecks, attended by heavy loss of life, have been numerous all along the coast.

THE FRENCH IN CANADA.—Advices from Canada state that the French party have gained the Quebec and Provincial elections, and have defeated the Government.

SERIOUS POLO ACCIDENT.—Bombay, 15th October.—Last night's play in the polo tournament was between Central India, Home and the Punjab. Dr. Stewart, Poonia Captain, and Daly, a Central India man, met with a serious accident. They were racing at full speed towards the ball when a collision occurred; both ponies and riders were hurled to the ground with terrific force; both men were unconscious and were removed from the field.—Dr. Stewart to a private Bungalow, and Daly, whose condition seemed to be most serious, to the European General Hospital, where, up to this morning, he had shown no signs of returning life. Play was, of course, suspended, but will be resumed to-day, substitutes being found for the injured men.

THE BOUNDARY COMMISSION.—Calcutta, 17th October.—A telegram to the *Enquirer*, dated Ghorband 9th inst., reports the Boundary Commission has crossed the Hindu Kush safely. Ghorband is in the valley of Panjshir river; and both sides of the mountain, after resting there for a few days, were to push on to Charikar and Kalat, some seventy miles distant. The party is in good health and spirits.

(L. & C. Express Sept. 24.)

A good story is told of an incident that occurred during the recent experiments at Port Hamilton. Booms were laid down at two of the entrances, and the officers representing the torpedo corps endeavoured to "jump" them in the torpedo boats, pinnaces and launches. One pinnace got stuck between two of the logs composing a part of the boom. Another launch was close behind, and like running into the first one. The lieutenant in charge called out, "Don't raise me, N. N." The reply was in somewhat stronger language than can well be recorded here, but was to the effect: "My instructions are to jump the boom; do you think I am going to jump you too?" We hear that Mr. James Scott, the Assistant to the British Consulate General at Seoul, was posted in Korea in consequence of his knowledge of the language, is engaged in bringing out a primer and phrase book of Korean, the first that has been attempted. The work will be published shortly at the Statistical Department of the Chinese Imperial Maritime Customs at Shanghai. This department, under the able management of Mr. E. H. Drew, is becoming quite the depot for the production of statistical works on the Far East, a revised edition of Sir Thomas Wade's *Treatise on the Chinese Language* having just passed through the press. It is probable that such works are brought out there with fewer mistakes and less anxiety to the author than generally occurs at home with works of this class.

Latest Mail Advice.—Yokohama, Aug. 7; Shanghai, Aug. 14; Fookien, Aug. 14; Hong Kong, Aug. 19. The P. and O. mail, ex steamer *Lebanon*, from Shanghai, Aug. 7, was received, via Brindisi, on the 18th inst., three days in advance of its due date. The French mail, via Marseilles, ex Messageries Maritimes steamer *Melbourne*, with the advices dated as above, was delivered in London on the 20th inst., seven days in advance of its due date. There are no later Japan advices via San Francisco. The next inward mail, ex P. and O. steamer *Minerva*, from Shanghai, Aug. 21, which is due in London on the 5th inst., was despatched from Aden on the 19th inst. two days early, per P. and O. steamer *Kaiser-i-Hind*.

The alleged interview with the Marquis Tseng, about which there has been so much mystification, still continues to excite attention, and a good deal of ill-feeling has been engendered. The *Figaro* reporter sticks to his assertion that an interview took place, and is flatly contradicted by Ching, the secretary to the Marquis, and also by Ching Ki Tong, the military attaché to the Embassy, whose version of the affair is that the reporter wrote an account of the interview beforehand, that it was accordingly published too soon, that the reporter asked to see the Marquis to explain what had happened, and that the interview was refused him. The *Figaro* roundly abuses the Chinese generally, and accuses the Marquis and his secretaries of deceit and treachery. The serious illness of his son still detains the late Ambassador at Marseilles, but it is stated that he has telegraphed another emphatic denial of the *Figaro's* story, and threatens that paper with legal proceedings.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young.—Gonsalves & Co.
JOHANNA, a German barque, Captain R. Burgwardt.—Cockfield & Co.
JOHN FRANK, British ship, Capt. Thos. Ryan.—Messageries Maritimes.
RALPH M. HAYWARD, Am. barque, Capt. Joseph Buxier.—Arnold, Karberg & Co.
SARAH HUNTER, American ship, Capt. A. Morgan.—E. Schellhas & Co.
Wm. McGILLIVRAY, American ship, Capt. N. Dunbar.—Adamson, Bell & Co.
STATE OF MAINE, American ship, Captain E. D. P. Nickels.—P. & O. S. N. Co.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each, China Mail Office.

Chinese Imperial Government Eight Per Cent. Loan of 1881.

SEVENTH DRAWING.

NOTICE IS HEREBY GIVEN, that, in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 28th day of October, 1886, when the interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of HERBERT MAURICE BEVIS, Esquire, Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1,096 Bonds, Nos.:									
6	888	1761	2643	3523	4407	5290	6175	7043	7922
16	893	1771	2656	3529	4414	5290	6175	7049	7929
20	901	1777	2661	3539	4421	5293	6184	7058	7938
32	911	1786	2672	3547	4428	5293	6188	7055	7945
38	920	1794	2678	3553	4439	5313	6199	7074	7954
43	928	1802	2688	3561	4447	5321	6207	7083	7962
53	935	1810	2696	3569	4456	5329	6216	7091	7970
58	943	1817	2704	3577	4463	5337	6224	7097	7978
71	951	1826	2712	3586	4472	5347	6232	7105	7986
78	959	1835	2717	3593	4477	5354	6240	7115	7995
87	965	1842	2727	3602	4487	5362	6245	7122	8003
94	974	1850	2734	3609	4496	5370	6254	7129	8016
104	984	1857	2743	3617	4504	5377	6261	7139	8023
110	992	1865	2750	3627	4512	5385	6266	7146	8031
120	1000	1874	2760	3633	4519	5393	6273	7153	8038
126	1008	1882	2766	3641	4527	5402	6288	7161	8048
134	1012	1889	2774	3649	4536	5410	6295	7170	8055
144	1024	1898	2784	3657	4544	5418	6303	7178	8063
151	1029	1905	2792	3665	4552	5426	6309	7185	8072
160	1039	1913	2799	3673	4560	5433	6319	7193	8078
167	1046	1922	2807	3681	4568	5441	6327	7201	8084
175	1056	1931	2813	3689	4575	5449	6334	7212	8094
183	1063	1937	2822	3697	4584	5457	6344	7217	8103
192	1070	1945	2832	3705	4592	5466	6352	7225	8113
199	1077	1953	2839	3714	4600	5474	6359	7235	8116
208	1084	1962	2846	3723	4607	5482	6358	7241	8124
215	1092	1970	2856	3729	4616	5489	6376	7249	8134
222	1104	1977	2864	3738	4624	5497	6384	7257	8142
230	1111	1985	2869	3745	4631	5505	6392	7265	8150
240	1129	1996	2890	3763	4639	5513	6399	7274	8159
246	1128	2003	2886	3761	4645	5521	6402	7281	8167
254	1132	2012	2893	3772	4656	5529	6410	7289	8176
263	1144	2017	2904	3780	4664	5538	6418	7297	8180
272	1152	2025	2911	3787	4669	5545	6425	7305	8191
279	1160	2033	2920	3793	4679	5553	6433	7316	8199
287	1168	2042	2926	3804	4688	5561	6441	7322	8208
295	1174	2051	2935	3813	4699	5570	6450	7329	8214
304	1181	2057	2941	3817	4704	5579	6458	7337	8223
311	1192	2065	2952	3825	4711	5586	6463	7345	8232
320	1199	2073	2960	3833	4718	5594	6474	7355	8240
326	1205	21	2967	3842	4728	5608	6485	7361	8246
332	1216	2089	2976	3850	4736	5614	6491	7369	8256
343	1224	2097	2983	3860	4742	5623	6499	7378	8263
352	1231	2105	2992	3867	4751	5639	6507	7385	8272
353	1235	2114	3000	3873	4760	5640	6516	7393	8280
361	1244	2121	3007	3881	4767	5648	6522	7401	8288
373	1253	2129	3014	3889	4776	5652	6531	7409	8296
384	1263	2138	3024	3897	4779	5663	6539	7417	8303
391	1272	2145	3032	3905	4791	5669	6546	7425	8312
398	1276	2154	3040	3913	4798	5674	6553	7434	8318
404	1288	2161	3045	3922	4800	5686	6562	7441	8325
414	1296	2173	3055	3931	4810	5694	6570	7449	8334
423	1311	2177	3073	3941	4817	5704	6578	7457	8346
431	1311	2183	3071	3946	4826	5709	6586	7467	8350
439	1316	2194	3078	3954	4833	5720	6595	7473	8360
443	1325	2201	3083	3961	4842	5725	6601	7481	8367
454	1335	2210	3096	3969	4850	5733	6610	7489	8376
463	1343	2217	3102	3978	4857	5744	6618	7497	8384
466	1346	2226	3111	3985	4865	5752	6625	7505	8392
480	1367	2233	3118	3993	4875	5760	6637	7513	8399
485	1366	2243	3128	4008	4881	5768	6642	7523	8407
496	1375	2250	3132	4016	4889	5774	6649	7530	8414
503	1381	2253	3143	4023	4897	5784	6653	7537	8422
511	1392	2267	3152	4032	4905	5792	6668	7545	8432
520	1393	2275	3158	4040	4913	5799	6673	7553	8440
525	1405	2282	3164	4049	4922	5807	6681	7561	8446
535	1413	2289	3170	4053	4931	5815	6691	7569	8458
544	1424	2298	3182	4064	4939	5822	6698	7578	8463
550	1432	2306	3191	4071	4945	5829	6705	7585	8471
558	1438	2314	3199	4078	4953	5840	6713	7593	8478
566	1448	2323	3201	4086	4961	5847	6721	7603	8488
573	1455	2331	3209	4094	4970	5856	6729	7609	8494
583	1461	2337	3217	4104	4980	5863	6738	7617	8504
589	1471	2346	3225	4110	4988	5872	6745	7625	8509
596	1480	2356	3233	4118	4993	5880	6753	7633	8518
607	1485	2367	3241	4127	5001	5888	6761	7641	8527
616	1495	2373	3249	4138	5009	5896	6769	7649	8536
621	1504	2377	3257	4143	5019	5904	6780	7657	8544
628	1511	2385	3265	4150	5025	5911	6788	7666	8551
637	1519	2396	3273	4159	5033	5920	6794	7673	8557
645	1527	2408	3282	4166	5041	5925	6801	7681	8565
654	1536	2413	3289						